

MRS. HAMMEL WAS TORTURED AND THEN SLAIN BY A WOMAN

Police Theory Is That Vain Effort Was Made to Wring Secret From Victim.

Helena Hammel was tortured before she was murdered. Of this the police, after a day of inquiry into the extraordinary case, are well convinced.

Of the motives of the torturer only guesses have been made thus far, and they are varied. The woman had a secret, perhaps more than one, the police say. She died in anguish without making any revelation.

The extent of the torture is indicated by the findings of the autopsy. Nine wounds were inflicted on the head, and yet it was the strangulation that caused death.

In a little household of Germans, four men and two women in addition to Mrs. Hammel, the deed was done at about 2 o'clock Wednesday afternoon, or perhaps half an hour earlier.

The house is an old three-story-and-basement structure at No. 507 West 23d Street. The woman who killed Mrs. Hammel—for there is no longer any doubt in the minds of detectives that it was a woman—entered by way of the basement and perhaps met the victim in the long passageway that leads back to the Hammel living rooms.

This morning the police, for their own guidance, made a summary of the case. The first blow was struck, they say, with a sawed-off broom handle such as women use to stir boiling clothes. But the blow that fractured the skull was dealt with the steel sharpener of a carving set.

Inspector Gray pointed out the probability that Mrs. Hammel was deliberately tortured. And in this belief he is backed by the firm conviction of the dead woman's sister, Mrs. Clara Windt of No. 205 East 23d Street.

"I know Helena's character," said Mrs. Windt. "She would die before she would give up a secret that she wanted to keep—whether it was the secret of the hiding place of her money and jewels or any other secret. I can picture the whole scene."

At first the police rejected the theory that robbery was the motive, but that theory is again being considered to-day. The money—\$400—was not in plain sight on the bureau, as had been reported, but was hidden in a box.

Mrs. Hammel was born in Germany thirty-seven years ago. When she was still a young woman she emigrated and landed in Cuba, where she was married to Raymond Rodriguez, a cigar manufacturer. He died of tuberculosis and left her considerable money and jewels. She came to New York, married Frederick Hammel, a butcher, and opened a rooming house—not because she needed money but because she wanted something to do.

She kept part of her money in the Germania Bank and some in the Bowers Savings Bank. After the United States entered the war, fearing the confiscation of German property, she drew out a considerable amount and said she was going to keep it "for emergencies."

Some of her roomers knew she had money in the house, and probably all of them had seen her expensive jewelry.

The police believe the murder was done by one who knew the house and who was known by Mrs. Hammel's two savage dogs—dogs that would have defended her against a stranger.

It is believed that, after Mrs. Hammel had been beaten insensible and then strangled to death with one of her own towels, the murderer made a search of her clothing.

If the slayer is caught she may be identified by the marks of her own teeth on Mrs. Hammel's arm. These marks have been photographed and measured.

The dead woman's husband, Frederick Hammel, who had not been at home since Monday night, has given the police what they say is a satisfactory account of his movements.

The sudden and persistent notices of Mrs. Hammel's inebriated loquacious parrot still puzzle the police. The bird was in its cage on a table in the middle of the room where the murder was done. Nothing but means have come from the cage since the making of the body.

Not a Tenement House.
In reports of the fatal fire on Saturday last in a saloon boarding house at Peck Slip and Pearl Street, the Department officials were quoted as blaming the Tenement House Department for the building was not properly equipped with fire escapes. Tenement House Commissioner Frank Mann, in a letter to The Evening World, pointed out that this criticism was not warranted by the facts. The building, he says, was not a tenement house, a truly or not, but a boarding house, and therefore the Department was without jurisdiction in the matter of fire escapes or in any other respect.

More Pay for Women Cleaners.
At the request of Borough President Rowland T. Mahoney, the Board of Estimate to-day increased the pay of part women employed as cleaners in public buildings from \$10 to \$12 a year. The new rate is equivalent to an increase of a little more than 20 per cent. It is the first material increase the women have received in years.

How to End Subway Crush! Zone System and Change in Work Hours Will Do It

Plan for Breaking Up of Great Congestion in Morning and Evening Would Insure Comfort in Travel, Conserve Health and Prevent Accidents—Co-Operation of Business Houses and Many of City's Industries Is Invited to Make Plan a Success—Chart Shows How Rapid Transit Lines Are Shamefully Overcrowded and Illustrates the Immediate Necessity for Relief.

Passenger traffic on the Interborough subway through congestion has reached a stage where it is really alarming. Nothing short of a million suggestions have been acted upon by the commission to bring about a much needed change, but the present day finds increased congestion. It was hoped that the opening of the new Broadway subway would be of great benefit between the Battery and 42d Street, but during the rush hours of the morning and evening the crush is as great as ever.

Although the Public Service Commission and the officials of the Interborough have time and again pointed out the advantage to be derived by traveling on the elevated lines, the public still continue to cling to the subway. If this line is to continue the most popular artery of travel it is necessary for those responsible for public safety to discover other means of relieving the crush.

For some time the Public Service Commission has had under consideration a plan which, if put into operation, would break up the great crowd that rushes for the subway at the same time every morning and evening. Two years ago The Evening World urged a plan, and again calls the attention of the public to it. The plan is favored by many prominent bankers, including Lewis L. Clarke of the American Exchange National Bank.

The plan is to create time or business zones and regulate the arrival in the morning and departure at night of all employees in the zones. To do this it would be necessary to have the co-operation of every department store and every business and industry from 42d Street to the Battery. It is a local plan, and in the opinion of Commissioner Travis Whitney would solve the problem.

All of the congestion in traffic occurs because all of the business houses and industries expect their employees on hand at the same time in the morning. If the subway carries a million persons to points below 42d Street every morning, the entire million, for the most part, must be on hand at their various offices at the same hour. In the evening they all stop their machines or put aside their tools at the same time, and consequently start for the subway at the same time. They try to crowd into the same train at the same time and return home in the same uncomfortable way with the same result.

In the district between 34th and 42d Streets, or close by, most of the department stores are located. It is proposed to call this one zone, and from 34th Street to Astor Place there are any number of the great clothing industries and others. This would be zone No. 2. From Astor Place to the Battery is another business center, including the Wall Street district. This would be zone No. 3. The zones having been established, and the business houses and industries having signified a willingness to co-operate, all that remains to relieve the situation is to arrange an arrival and departure roadway of fifteen minutes for each zone.

For instance, in the first zone, which is the most northern, if the workers who are in the habit of leaving their homes at 8 P. M. would be permitted to go at 8:30 o'clock, the zone would be cleared in twenty-five minutes. Twenty-five minutes is just the time it would take the people in zone No. 2 to reach 42d Street if they started for home at 4:45 P. M. instead of 5 o'clock. They would find no great crowd there waiting the train they were riding on and this jam would be avoided. Zone No. 3 starts home at the regular hour—5 P. M.—and is not crowded anywhere along the line, avoiding the two nightly jams now experienced in zones 2 and 1.

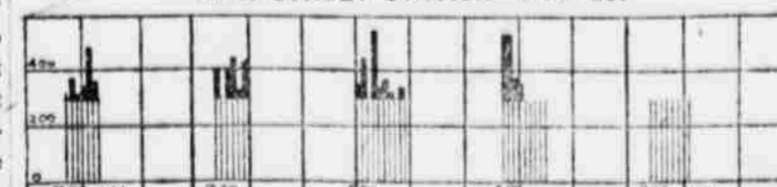
If the order of arrival was reversed in the morning, zone No. 1 reporting half an hour earlier, the scheme would adjust itself and an equal number of hours would be worked by all of the workers in all of the zones. In all three cases there would be at least a difference of twenty-five minutes between the time that the first and last zone was reached and passed, and twenty-five minutes less way in the subway is sufficient time to care for hundreds of thousands of passengers and save just that much time between South Ferry and the Bronx.

The help of the department stores is essential in putting this scheme into operation. A difference of half an hour at the close of the day could easily be effected by an advance of half an hour at the opening. In the industrial region in zone No. 2 the clothing manufacturers now working on Government contracts will soon take advantage of the long days to work in two shifts and expedite their work. It would be a simple matter to throw these shifts backward or forward of an hour and give the zone the benefit of comfortable travel. In the Wall Street district half an hour difference in the morning time would make but little difference. The idea offers a real solution.

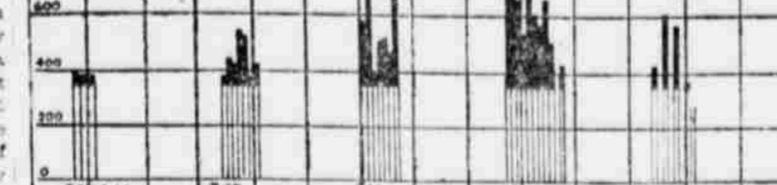
It is a fact, as shown by a chart made up by the Public Service Commission, that a certain percentage of the crush is due to thoughtlessness on the part of the riders themselves. For some unknown reason many thousands of persons who live near

Figures down the side of the diagram indicate number of passengers on trains. Solid black represents standing passengers. Ruled parts show proportion of passengers seated.

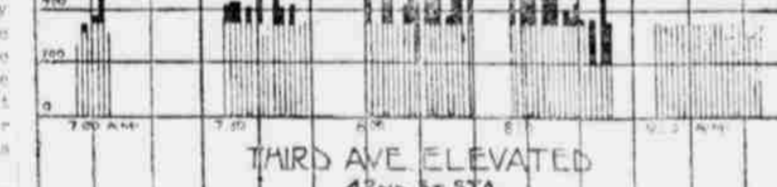
SOUTHBOUND NINTH AVENUE ELEVATED 34TH STREET STATION—LOCALS.



SIXTH AVE. ELEVATED 42ND ST. STA.



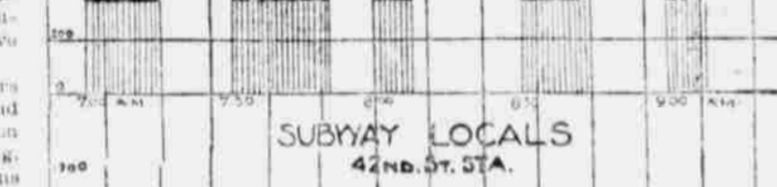
THIRD AVE. ELEVATED 42ND ST. STA. LOCALS.



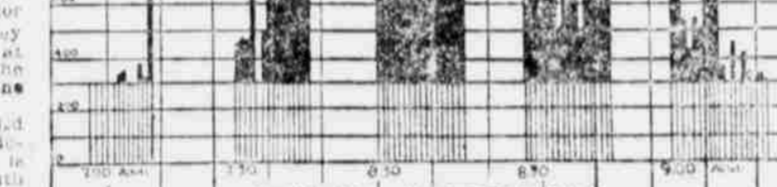
SUBWAY LOCALS 42ND ST. STA.



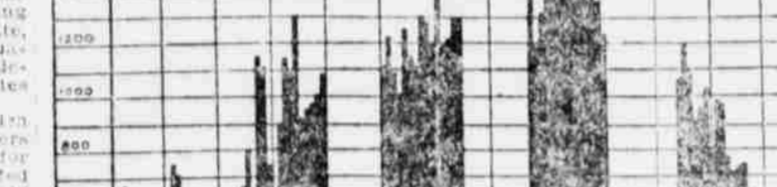
SUBWAY EXPRESSSES 42ND ST. STA.



SECOND AVE. ELEVATED 42ND ST. STA. LOCALS.



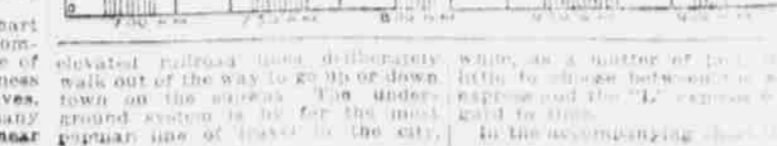
SUBWAY EXPRESSSES 42ND ST. STA.



EXPRESSSES



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BELGIAN HEROINE TELS HOW COUNTRY WAS BLOTTED OUT

Inhuman Traits of Ruthless Invaders Pictured by a Girl.

The story of Belgium and just what America's entry into the war means to its people was told here yesterday when Miss Suzanne Silvercray, the nineteen-year-old daughter of the Chief Justice of Belgium, pictured to the members of the Advertising Club of New York at their weekly luncheon how the nation was blotted out by the war plague.

Miss Silvercray, then barely fifteen years of age, was in the country about twenty miles from Liege when the Germans crossed the frontier. For several days she had told of the preparations across the border. Official news finally came at 4 o'clock one morning by a courier who awakened the countryside and ordered the men to the mobilization points. Presently the guns were audible and then grew into a roar.

It was necessary that the Chief Justice be in Brussels, and the family started immediately after the courier's warning for Liege, which was being prepared for defense. The family had to travel all day in trolleys to reach Louvain, where they were warned by the soldiers to hasten on from the advancing gray line.

They were fortunate enough to get a refugee train that took them safely to Brussels. In all the territory that the train passed through there were seen thousands of refugees fleeing westward before the gray menace.

In Louvain the first casualties were being brought in, and the girl, after hurrying her mother into a restaurant, went among the wounded seeking her brother. In Brussels Miss Silvercray worked her way up to nursing in one of the hospitals by the way of the kitchen and linen room after she had been rejected because of her extreme youth. Then the gray plague passed above Brussels and for eight days pillaged it.

The hospitals were practically commandeered and filled with German wounded in preference to Belgian. In this one there were two hundred invaders and but twenty Belgians. On the eighth day of the occupation the nurses aided in the escape of twenty countrymen by bringing them civilian clothes. For this work the entire hospital staff was placed in close confinement to await punishment.

Miss Silvercray's release was obtained immediately by her father and she continued her nursing until her health failed, six months later. She declares that this was not from work, but from self-criticism in conceiving herself from scrubbing the eyes out of the German officers.

Miss Silvercray did not dwell extensively on the horrors of the war, but there was enough woven into the telling of her personal adventures to fill the listeners with longing for the simplicity of Kultur. One incident she pointed out to prove the inhuman traits of the German soldiers. A number of German officers were billeted in the home of a family of her acquaintances. During supper one evening, while the head of the house was at table with the Germans, a guard broke into the home and declared that their patrol had been fired upon by a subject, and they accused this man of the shooting.

"The Belgian appealed to the officers who had been with him, when the man's presence, but the Germans told the room without speaking and left him to the guard. When the wife of the man became alarmed in his prolonged absence, she asked one of the Germans where he was and she received this reply: 'Oh, so that was your husband? He is just bayoneted.'"

Then the woman was ordered shot, but was finally released after she had been forced to watch her husband's funeral. During her stay in Belgium, before she left with the Germans, she found only one Belgian who was a prosperous city. The yards were filled with trenches and graves, and the bones of men were scattered about everywhere.

"But now that the United States is in the war we are going to wipe the Germans," Miss Silvercray declared. "Beneath the mask of sorrow the true Belgium still insists. Belgium will never bend the knee to Germany. She will never acquiesce."

"After the war, with the help of the Allies, she will rise triumphant."

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Nineteen-Year-Old Girl Who Saw Her Land Laid Waste by Germans



MISS SUZANNE SILVERCRAYS.

HOW TO CROSS THE STREET WITHOUT GETTING HURT TOLD BY MAGISTRATE

"Pedestrians follow his rules," they can avoid being struck by vehicles, Magistrate House declared in the Traffic Court today. His new safety bulletin said: "Pedestrians should bear in mind that when they start to cross a street, no matter from which side, the traffic always approaches them from the left."

"When they reach the middle of the street it approaches them from the right."

"Before stepping from the sidewalk, always look to the left."

"When reaching the middle of the street always look to the right."

"By observing these simple rules you will always see traffic coming toward you."

"This is the proper way to cross the street."

BAGLEY YIELDS TO CUPID AFTER SURVIVING TORPEDO

Commander of the Jacob Jones, Sunk Under His Feet, Weds California Girl To-Morrow.

Lieut. Commander David Worth Bagley, U. S. N., whom a German torpedo failed to drown when the destroyer Jacob Jones was sunk under his feet on Dec. 8, has surrendered without terms to the coast water in the world—America's cupid.

The commander of the Jacob Jones appeared at the City Hall today with Miss Marie Louise Harrington of Oshkosh, Cal., daughter of Thomas Harrington of the same town.

Miss Harrington gave her age as twenty-two and said she was born in Oshkosh. Lieut. Commander Bagley stated he was thirty-five, no longer a member of the Navy because he was not necessary.

FARM GIRLS OF U. S. NEEDED IN FRANCE, SAYS ANNE MORGAN

Financier's Sister Tells of Her Work in Ruined Towns—Will Return Soon.

Miss Anne Morgan, sister of J. P. Morgan, having just returned from France, told an interesting story at her home, No. 219 Madison Avenue, today of conditions in the French towns captured from the Germans and in which she, with eighteen other women from America, had been engaged in charity work.

This work of temporarily restoring homes for the French who were left in destitution by the German armies has been under the auspices of the American Fund for French Wounded, of which Miss Morgan is treasurer. She and her sister, Mrs. Morgan, have undertaken to provide shelter and the necessities of life for these war victims in twenty-seven towns and villages.

Miss Morgan's headquarters are at St. Paul Aux Bois, a picturesque village left in ruins by the invaders. "I have come back home," said Miss Morgan, "mainly to tell those who are backing up our work here just what we are doing, so that they may be kept in close touch with the work. I am going back in about four weeks, for there is much to be done for these unhappy people of France whose homes have been destroyed."

"Many of the towns captured and try which the Germans have driven from which they have been driven back were completely demolished. The invaders did not stop with destroying the homes of the people, but sought by every means possible to prevent an early restoration of these homes. They even destroyed agricultural implements, and in this branch of our work, which I consider the most important of all, we have found it necessary to buy new implements to give the people the means by which they could live on the land which was left to them."

"We now have 2,200 hectares under cultivation, a factor representing the equivalent of about 2 1/2 acres of land."

"We have planted 7,200 fruit trees and have established a dairy, the operation of which is entirely under the direction of young American girls of course, these girls don't milk the cows. We bought seventeen cows as a start. The milking is done by soldiers and we distribute it by liter to those who need it most."

"The Frenchman by nature loves the soil of his birth and these farmers would rather starve than live on a pig pen than to leave the land upon which their fathers thrived. So much of our work is with farmers, and I would like to let it be known that the American girls who were sent to France more than all others."

"That is one of the things I want to accomplish while I am in America," continued Miss Morgan, "bringing together a large number of girls from the country who are willing to work in the fields and all these destitute families rebuilding their devastated homes. We don't want theorists, but would like to get women from the West, women who have worked on the farm and who don't mind doing field work. It is all important that we get later to help carry on our work, for it is better to produce things in France than to depend upon the transportation of such needed products from this country."

"There are comparatively few French women in this particular part of the country," Miss Morgan said. "They are able to do farm work. For those who are not doing in actual service with the army, are for the most part the old and feeble to do the work at home. But our work is to get for twenty of us three times a day."

BABST QUILTS SUGAR COMMITTEE, SAYS WALL ST. REPORT

Head of American Refining Co. Was Under Fire at Senate Inquiry.

Earl D. Babst, President of the American Sugar Refining Company, has resigned from the International Sugar Committee, according to persistent reports in Wall Street to-day. Despite a categorical denial of the report by E. S. Keeley, Secretary of the International Committee, and other officials of the Federal Sugar Administration at No. 117 Wall Street, it was declared in the Street that if Mr. Babst's resignation is not already in the hands of Herbert Hoover, Federal Food Administrator, it will be there in a few days or weeks at most.

Sugar refining interests other than those affiliated with the American Sugar Refining Company and sugar factors in Wall Street have been making a determined fight against Mr. Babst as a member of the Sugar Administration since he was named to that post.

Mr. Babst figured in the sugar investigation by the Senate Committee headed by Senator Reed of Missouri, when it was charged by C. A. Spreckels and others that Babst had taken undue advantage of his position in the sugar administration to further the interests of his own company, the so-called "Sugar Trust."

The reasons ascribed for the reported resignation of Mr. Babst from the International Sugar Committee were that his time is fully occupied in directing the affairs of the American Sugar Refining Company and that the press of work on him is so great that he cannot devote as much time to the work of the sugar administration as is necessary.

Reports that Mr. Babst soon was to resign from the International Sugar Committee have been current in Wall Street for a little more than a week. It has been intimated in practically every trade letter gotten out by many of the refiners and sugar factors in Louisiana, Planter and Sugar Manufacturers in its issue of last Saturday said in its despatch from New York City:

"Brokers still are waging an active fight to oust Babst from the International Committee, and it is strongly rumored that Washington is only waiting a favorable moment to announce his resignation."

"There is some comment in some sections because the American is able to get cars to ship sugar to the Middle West when other refiners are finding it extremely difficult."

In connection with the report that Mr. Babst had left the sugar administration, it was asserted in high financial circles today that the time Babst had left the sugar administration, and that their defeat in the election probably also will mean the defeat of Mr. Babst for re-election as President of the committee. Mr. Babst, it was announced today, is in Cuba.

PICKS SALARYLESS DEPUTY TO HANDLE CITY'S TRAFFIC

Enright Appoints John A. Harris of Riverside Drive to Special Police Post.

Police Commissioner Enright today appointed John A. Harris of No. 119 Riverside Drive as Special Deputy Police Commissioner to take charge of the city's traffic.

Mr. Harris is President of the International Arms Company and has other large commercial interests. His selection as deputy is the result of years of study he has given to traffic problems. He is a member of the Automobile Club of America and of various civic organizations. He will serve the city in his new post without salary.

"It will be very glad to give my time to the city," he said. "There is no problem more acute and pressing than the present traffic congestion which is causing loss of life, injury and untold inconvenience to citizens and hampering the city's growth."

The new deputy said he would direct his main efforts against the traffic snarl paring evil and the taxicab nuisance.

Last summer Mr. Harris gave his team a night shift to the Red Cross and is now an ambulance driver with the Atlantic fleet.

ROOSEVELT MUCH IMPROVED, Recovery So Rapid There Is Talk of Colonel Leaving Hospital.

For the first time since Col. Roosevelt's illness, an attending physician has declared that all alarming symptoms had disappeared, and ventured to set the time when their patient could leave Roosevelt Hospital, where he has been for a week, following an operation for the removal of a tumor from the lower part of the bladder. The physician said that following such an operation is fast disappearing. All alarming symptoms have disappeared. This morning that Col. Roosevelt is all probability will be able to leave the hospital. The doctor said that at the end of this month, it was learned at the hospital that the Colonel's removal to the Langdon Hotel, Fifth Avenue, and Fifty-sixth Street, at the end of the month, he will return to Oyster Bay for a week or two longer. They wish to have him convenient to constant observation.